

NUMEYA
Japanese Photographers.
All kinds of Photographic
Work done in latest styles
also Passport Photos
Developing and Printing for
Amateurs a Speciality.
No. 24, Queen's Road Central
Tel. 254.

The China Mail.

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$13.
per annum.

No. 16781.

號四廿月二年七十壹百九千壹第

SONGKONG, SATURDAY, FEBRUARY 24, 1917.

己丁未歲年六國民華中

PRICE, 23 00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 612.



NOTICE.
ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply to the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1914. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non-compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS.
4.50 p.m. and 9 p.m. 9.50 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, 40, QUEEN'S ROAD CENTRAL,
DEE YEAS ROAD CENTRAL.

Season and punch tickets available for
all cars not already full running at the
times stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comrades order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報
THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM
VARIOUS PORTS IN CHINA AND JAPAN.

\$17.00 per Annum delivered to Hongkong,
\$15.00 to all other Ports.

5, WELLINGTON STREET, HONGKONG.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS
HUDSON
AND
OVERLAND
MOTOR
CARS

TAMPOON 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

ANISEED AND LICORICE COUGH BALSAM.

FOR THE RELIEF OF ALL CATARRHAL
COMPLAINTS SUCH AS COUGHS, COLDS,
HOARSENESS, AND SORENESS OF THE
CHEST.

PRICE 50 CENTS AND \$1.00 PER BOTTLE.

VICTORIA DISPENSARY.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE	CABLE, LAID 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE
--------------------------------------	---	--

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co. General Managers.

Hongkong, April 17, 1912.

**WATSON'S
E
THE PREMIER
SCOTCH.**
MILD, MELLOW, MATURED.

A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 615.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 tons.

Town Office, 44, CONNOR ROAD, CENTRAL, HONGKONG. Telephone No. 416.
Shipyards, Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 17, 1912.

WONG FING WA, Manager.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
THE TAIKOO DOCKYARD & ENGINEERING COMPANY
— OF HONGKONG LTD. —
AGENTS:
SUTHERLAND & SWIRE
— TELEPHONE No. 212 —

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 37 1/2 lbs. net.

In Bags of 50 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.

Terms: From \$5 per day and up. Telegraph add: "Peaceful"

P. O. PEUSTER
Manager.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

Offices:

HONGKONG.

SHANGHAI.

CANTON.

KING EDWARD HOTEL

Central Location.

Electric Lifts, Free Entrance,
Electric Light, Fans and Lightings,
European Baths and Sanitary Fixings,
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 375.

TELEGRAPHIC ADDRESS:

VICTORIA.

J. WITCHELL,
Manager.

TANG YUK FAY, successor to

the late HEN LING.

14, D'ARCY STREET.

TERMS VERY MODERATE

Conductors free.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMAN PLOTS IN SPAIN.

THE DISCOVERY OF THE BUOYS.

GERMAN CONSUL AND OTHER
CONSPIRATORS ARRESTED.

MADRID, Feb. 22.

There was an explosion of wrath
in Spain at the discovery of the
buoys at Cartagena, containing
material for German plots in Spain.

It appears that coastguards found,
close to the harbour, two buoys con-
nected by a chain to which were
attached thirty watertight cases.
One was full of explosives, the
others containing correspondence
and instructions for Germans occupy-
ing official positions in Spain.

The submarine which placed the
buoys also secretly landed several
men instructed in the use of explo-
sives.

Herr Meyer, the German Consul
at Cartagena, has been arrested in
connection with the discovery of a
submarine base. Another German
named Kaller has also been arrested.

The Madrid police are actively
searching for another German, be-
lieved to be the ringleader.

The authorities are determined to
probe the affair to the bottom in
order to satisfy public opinion, which
demands the most vigorous suppres-
sion of German intrigues.

LATER.

Besides Muller and Kaller, a man
styling himself as an American by
the name of Harry Wood, was
arrested. The Government is acting
with great vigour.

Senor Romanones (the Premier)
and Senor Gimeno (Foreign Minis-
ter) held separate conferences with
the American, French and German
Ambassadors, and also with Mr.
Guernard (the American Ambassador
late in Berlin).

GERMANY "SURPRISED" AND ANXIOUS.

MADRID, Feb. 22.

A telegram from Berlin states
that Germany is surprised at the
Spanish reply to the "submarine
Note." Germany offered to provide
Spain with coal, and to buy a portion
of the orange harvest, and also to
transfer to Spain some of the Ger-
man ships detained at Spanish ports
and compensate Spain for damage
done by submarines.

THE ITALIAN FRONT.

LONDON, Feb. 23.

An Italian official communi-
cates:

The enemy seized an outpost at
Coldiada. We counter-attacked and
drove him out. We took some prisoners.
Our airplanes dropped a ton of high
explosives, with visible success, on the
aviation ground at Prosecco.

BLUE FUNNEL STEAMER SUNK.

LONDON, Feb. 22.

The Blue Funnel line steamer
Perseus has been sunk.

THE ARRESTS IN IRELAND.

LONDON, Feb. 22.

The Irish arrests are mostly of
volunteer leaders. They include the
author, Darrel Figgis, Captain Liam
Mellowes, Councillor S. T. Kelly, the
editor of the *Catholic League Bulletin*,
J. J. O'Kelly and also a num-
ber of Gaelic officials.

OBITUARY.

LONDON, Feb. 22.

The death is announced of Mr.
Jonathan Samuel, M.P. for Stock-
ton-on-Tees.

GERMAN PLOTTING IN AMERICA.

INSTIGATING FOOD RIOTS.

INCENDIARY FIRES IN
CONNECTICUT.

NEW YORK, Feb. 22.

The authorities have evidence that
the food demonstrations were in-
stigated by Germans with the object
of securing an embargo on food
exports. It is stated that \$4,000
sterling was paid to the recent
demonstration to the Mayor.

One person was killed and four-
teen people were injured in a food
riot at Philadelphia.

Two thousand five hundred people
took part in the riot, which, it is
believed, was instigated by German
agents.

There was a mysterious outbreak
of a score of incendiary fires at New
Britain, Connecticut, where there
are many munition workers. Mar-
tial Law has been enforced.

A plot was discovered to blow up
a munition factory at Youngstown,
Ohio. Two Turks carrying dynamite
were arrested.

THE SUBMARINE PIRACY.

LOSS OF LIFE.

LONDON, Feb. 22.

Nine of the crew of the sunken
Cardiff steamer *Roadie* were saved;
the remaining twenty-one, including
all officers, were lost.

The Captain, the chief engineer
and two of the crew of the sunken
Cardiff steamer *Curio* were taken
prisoners; the remainder have
landed.

Four of the crew injured and two
dead belonging to the sunken
steamer *John Miles* have been
landed. Fourteen others are miss-
ing.

AMERICANS ON A TORPEDOED SHIP.

LONDON, Feb. 22.

The American Consul at Barce-
lona reports that five Americans
were on board the torpedoed Swedish
steamer *Sigolund*.

AUSTRIAN SUBMARINE HOLDS UP A SPANISH SHIP.

THE SPANISH CAPTAIN'S CHALLENGE.

MADRID, Feb. 23.

A Austrian submarine held up the
Spanish steamer *Victoria Eugenia*
from Buenos Aires, off Tarragona,
and demanded the surrender of eight
British subjects.

The Captain pointed out that the
ship was in territorial waters, and
said he would sink her before giving
up the men.

The submarine withdrew. The
steamer received an ovation on her
arrival at Barcelona.

GERMANY'S OFFER TO SPAIN.

LONDON, Feb. 22.

It is announced that Germany has
offered to Spain regular passenger
communication to Falmouth, similar
to the offer made to the United States.

A SWEDISH PROTEST TO GERMANY.

STOCKHOLM, Feb. 23.

The Swedish Government has
protested to Germany in connec-
tion with the torpedoing of the
Swedish steamer *Eugenia* and the
sinking of the *Sigolund*.

(Continued on Page 2.)

INTIMATIONS

BRITISH GOVERNMENT
WAR SAVINGS CERTIFICATES

Applications may be made through the undersigned Banks from whom full information and the necessary forms may be obtained—

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
HONGKONG AND SHANGHAI
BANKING CORPORATION,
MERCANTILE BANK OF INDIA, LTD.



War Savings Certificates

Value 5 years after purchase	Purchase Price
£500	£387 10 0
£1	75s. 6d.

FREE OF INCOME TAX

For every 15s. 6d. lent now £1 will be paid in 5 years time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn in full any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of such transfers. In the case of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) being made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 5d. for each 15s. 6d. on the first anniversary of the date of purchase and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

The £1 Certificates (purchase price 15s. 6d.) are issued in book form. The Certificates for £12 (purchase price £9 6s.) and £25 (purchase price £19 7s. 6d.) are issued without books. The £1, £12 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from £100 to £500 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished, to the Controller of the Money Order Department, new Certificates will be issued at charge of 1s.

GENERAL POST OFFICE, LONDON,
June, 1916.

(For examples of Investment in War Savings Certificates, see the other side.)

Examples of Investment in War Savings Certificates

Purchase Price	Value after 1 year	Value after 2 years	Value after 3 years	Value after 4 years	Value after 5 years
£100	£105 10 0	£111 10 0	£118 10 0	£125 10 0	£133 10 0
£50	£52 10 0	£55 10 0	£58 10 0	£61 10 0	£65 10 0
£25	£26 10 0	£27 10 0	£28 10 0	£29 10 0	£30 10 0
£12	£12 10 0	£13 10 0	£14 10 0	£15 10 0	£16 10 0
£6	£6 10 0	£7 10 0	£7 10 0	£8 10 0	£8 10 0
£3	£3 10 0	£4 10 0	£4 10 0	£4 10 0	£5 10 0
£1 10s. 6d.	£1 10s. 6d.	£1 10s. 6d.	£1 10s. 6d.	£1 10s. 6d.	£1 10s. 6d.

N.B.—The Investment may be any multiple of 15s. 6d. up to £500 10s.

BROADWOOD
PIANOS

NEW MODELS
JUST RECEIVED
SPECIALLY MADE
FOR THIS CLIMATE.

SOLE AGENTS

THE ANDERSON
MUSIC CO., LTD.

De Vries Road, Tel. 1222

INTIMATIONS

HONGKONG JOCKEY CLUB.
RACE MEETING, 1917.

Monday, Tuesday, Wednesday
and Saturday (off-day).
February 26th, 27th, 28th and
3rd March.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KERRY and WATKIN, Ltd., or at the Gate. Price \$10 for the Meeting (excluding the Off Day), or \$4 per day. Tickets for the Off Day, \$3. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, Feb. 23, 1917. 1523

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission. Special accommodation will be reserved for recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, Feb. 23, 1917. 1526

NOTICE.

A PROPOS of the above Members are hereby notified that although Membership of the JOCKEY CLUB entitles them to free admission to the Enclosure and Stands during the Race Meeting an opportunity is given to the War Charities by also purchasing an admission Ticket at the Gate.

A Book will be in the care of the Gate Keeper in which Members are asked to record any such purchases.

T. F. HOUGH,
Clerk of the Course.
Hongkong, Feb. 23, 1917. 1527

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Under-Secretary on SATURDAY, the 24th instant.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Races Days WITHOUT TICKETS, which can be had on application to the Under-Secretary. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, Feb. 23, 1917. 1528

GREEN ISLAND CEMENT
COMPANY, LIMITED & REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st March to SATURDAY, 3rd March, 1917, both days inclusive. The return of Capital of £2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of
THE BOARD OF DIRECTORS.
Hongkong, Feb. 23, 1917. 1529

MARTIN'S
APIOL-STEEL
AND PILLS

A French Remedy for all kinds of Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc. It is a powerful solvent of uric acid and is the only remedy that cures these diseases. It is sold in bottles of 10 and 20 pills.

MARTIN'S
APIOL-STEEL
AND PILLS

DAIRY FARM NEWS.

JUST RECEIVED
FINEST QUALITY
RIPE AMERICAN
APPLES
Packed by the best Growers
Splendid Flavour.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

MAGNUMS
50
THE CASTLES
CIGARETTES

Perfectly made from the choicest growths of Old Virginia Tobaccos

MADE IN ENGLAND
W. D. & H. O. WILLS

GERMAN AMBITIONS IN
THE EAST.

THE SILK-STREET ROUTE.

"W. J. H." writes to the London "Times" on the 16th January as follows:—

There are numerous indications that after the war Germany will change her Imperial programme. As all the world knows, she began this present war in the hope of destroying British sea-power and establishing German world dominion on a basis of German naval supremacy.

This ambitious plan not only violated every tradition of Prussian policy, but was contrary to the most inspired teachings of the great Bismarck.

Bismarck was always a Continentalist. It is remarkable that, notwithstanding the earlier aspirations of the Hohenzollerns, and despite the fact that in the 17th and 18th centuries Prussia had more than once endeavoured to become a naval State, Bismarck to the end of his life remained a believer in the fact that Germany's destiny had Continental limits.

He believed that if Germany was ever to hold world-dominion it could only be with the active assistance of and in alliance with Holland, Austria, Russia and Italy. And there are ample signs now that Germany, before many months have passed, may be compelled to abandon her dreams of sea-dominion and return to the theories of her old Iron Chancellor.

Within the last few months a German-Persian Union and a German-Chinese Union have been established (Deutsch-Persischer and Deutsch-Chinesischer Verband). On 3rd April, 1916, at the headquarters of the latter organization in Berlin a lecture entitled "Was Geht uns China An?" was delivered by an influential member of the Prussian Parliament, in which the lecturer claimed that German world-empire could be established only on a basis of an overland dominion extending from the North Sea to China by way of Turkey and Persia.

The reasoning behind this suggestion was not only sound, but subtle, and deserves the attention of every Imperial-minded Englishman. It is an idea which may be embodied as vigorously and strenuously as we are now shattering Germany's naval ideas.

This speaker argued that the present war would be followed by an era of economic strife, and that many of the world's best markets would be more or less closed to Germany. In any future war the British Navy would be able even more effectively than now to prevent raw material and foodstuffs reaching Germany from the Americas. A British blockade, however, could be rendered absolutely ineffective if Germany controlled the ancient trade highway from Europe to the East known as the "Silk-street."

Persia and China could easily provide the legions of 1917 (the date of Germany's next great attempt) with all the food, petrol, copper, and cotton required to establish the German world-empire, the master of Europe and Asia.

It is known that at the present moment Germany is busily negotiating for valuable railway, canal, and trading concessions in China; that her system of commercial and political espionage has been strengthened and ramified throughout the whole of Siberia, in the Ukraine, from the Black Sea through Irakutsk and Teheran to the Far East; and that the powerful Siemens Combine, which owns all the rich copper ores in the Caucasus and in Armenia, has recently sent bodies of specially trained experts through Persia with the object of discovering and opening up new sources of mineral wealth. A mere cursory perusal of the Veröffentlichungen des Reichskolonialamtes at Berlin (Publications of the Berlin Colonial Office) for 1916 is sufficient to prove that the German authorities are not only alive to the commercial possibilities of this new idea, but also to its political and military value for these publications contain frequent reports of Asiatic exploitation and point out the important results, commercial and strategic, which will accrue.

Two other facts only need be mentioned here to prove the truth of my contention. The Hamburg-Amerika Line has suddenly revealed a suspiciously vivid interest in Persia, and has heavily invested money in certain Germano-Persian schemes. Finally a prominent German economist, by name Quessel, has declared that Germany, by controlling the Asiatic markets, can become self-supporting so far as cotton and copper are concerned (Quessel, Die Deutschen Interessen in Ostasien, Sozialistische Monatshefte, 1916, 3, 4).

Martin, the Prussian writer and Privy Councillor, in a remarkable book entitled "Berlin-Bagdad," published in 1907,

declared that Germany's future "lies in Asia and in the air." Perhaps the most significant chapters in this book are those which contain a close and clever exposition of the strategic value of the region between the Altai and the Himalaya Mountains, known as the Gobi Desert. This region is spoke of as the "key of Asia" and the "central table-land of the Old World." Martin states that were Germany to control this vast plateau it could be developed into the most formidable air-base in the world. A thousand super-Zeppelins could be stationed there. India could be threatened on the one side, Russia on the other. But Germany must be "first in the air." Then, and only then, will she be able to "hold the principal overland route to the East" and to "establish her trans-continental empire."

These are the facts. That German statesmen are contemplating a change of Imperial policy after the war is regarded in well-informed neutral circles as practically certain. The present writer recently sought the opinion on this subject of a responsible neutral politician, who said that a transcontinental Empire from Antwerp to Shanghai would undoubtedly be Germany's reply to the decisions of the Paris Conference.

Such an empire would be not only particularly inimical to British interests; it would also be an even greater menace to the future peace of the world than would a German-Colonial empire.

The question, therefore, for all Englishmen who believe in the mission and in the destiny of their race, is how can Germany's new idea be defeated?

There is only one answer to such a question. Germany must be isolated. England, on the other hand, must strengthen and consolidate her foreign alliances, and with the help of Russia, must cut across the "Silk-street." She must be first in the air, on sea, and she must outdo Persia what she has done in India. Most necessary at all, she must capture control—and that immediately—of the Gobi Plateau, the key of the Old World, thus securing it as the future base of an Anglo-Russian air-pole.

Believing that "The Times" is interested in urging on the Government and the country vital necessity for a strong "air" and commercial policy both now and after the war, I trust that the observations contained in this letter may serve a useful purpose in calling attention to one or two facts which deserve to be more generally known than they are at present.

MASONIC LODGE HELD IN A
CONVICT PRISON.

The Bishop of Chelmsford has recently shared a strange experience with members of the Springfield Lodge of Freemasons. The brethren, desiring to hold their annual meeting, were unable to gain admission to the Church Hall which they use, as a "Temple" on such occasions, as it was in the possession of the military. Another building was available, and accordingly they obtained a special dispensation and assembled in M. M. Prison, Springfield. The Bishop, who has been a Freemason for many years, was invested as senior Warden of the Lodge, which is composed mainly of residents in the parish of Springfield, in which also his Episcopal residence is situated. It is probably the first time in the history of the craft that brethren have met for a Lodge within the walls of a convict prison.

COUGHING INTO
CONSUMPTION

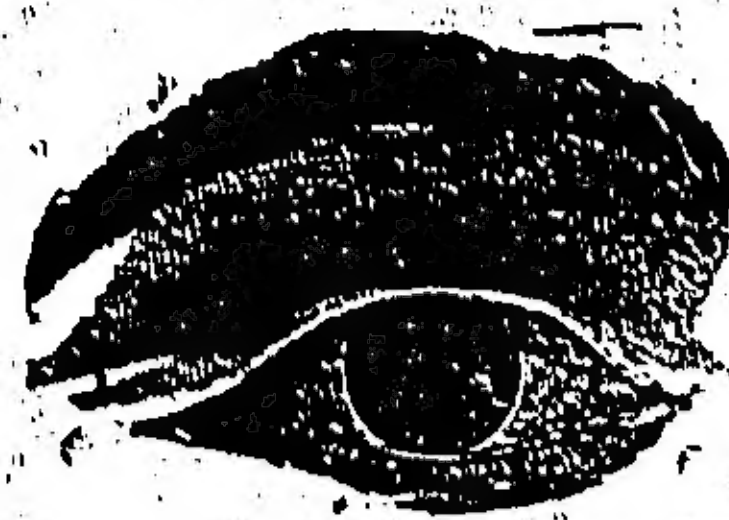
"Only a Cough" but you stop it while it is only a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS.
PRICES: \$1.25 and \$2.25.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co
SCIENTIFIC OPTICIANS
178 BLOOMSBURY ROAD
HONGKONG

HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTANE,
KISHIDARE, YOSHINOYAMA,
HOJO, NAKAZUTA, SAYO, KANADA,
SHINNEW, KAMİYAMADA, ISHAI
& OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

Head Office:—

MARUNOUCHI, TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu,
Osaka, Muroran, Hakodate, Kobe,
Osaka, Kure, Tokyo, Yokohama,
Nagoya, Tsunaga, Vladivostok,
Bankow, Peking, London,
New York, Shanghai,
Hongkong, Haiphong
and Canton.

Cable Address:—"IWASAKI"

Codes:—A.I. A.E.C. 5th Ed.

Western Union, and Bentley's.

AGENCIES:—

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Masdonary & Co.

SINGAPORE: Messrs Borneo Co., Ltd.

GLASGOW: Messrs A. B. Brown.

McFarlane & Co., Ltd.

For Particulars, apply to

K. KATO,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1896.

IRON STEEL METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers Nos. 31 and
37, HING LOO STREET, (Old Street, west
of Central Market) Telephone No. 515.

Hongkong September 4, 1913.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A.I. A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE HEADRATH	DEPTH OVER RAIL AT ORDINARY SPRING TIDE	RISE OF TIDE AT SPRINGS	NEAPS
KOWLOON					
No. 1 Dock, Kowloon	277	12' 6"	12' 6"	1' 6"	1' 6"
No. 2 Dock, Kowloon	277	12' 6"	12' 6"	1' 6"	1' 6"
No. 3 Dock, Kowloon	277	12' 6"	12' 6"	1' 6"	1' 6"
Prince Street, No. 1, Kowloon	277	12' 6"	12' 6"	1' 6"	1' 6"
WATERBURY'S					
Waterbury's Dock	277	12' 6"	12' 6"	1' 6"	1' 6"
Waterbury's Dock	277	12' 6"	12' 6"	1' 6"	1' 6"
Waterbury's Dock	277	12' 6"	12' 6"	1' 6"	1' 6"
Waterbury's Dock	277	12' 6"	12' 6"	1' 6"	1' 6"

HEAD OFFICE: KOWLOON
TELEPHONE NO. 515

POWER OFFICE
QUEEN'S BUILDING
HONGKONG

R. M. DYER, S.S., M.I.M.A., Kowloon Dock, Hongkong

General Address: Enquiries to the Chief Manager.

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.



VOLUNTEER: "We want to go to the front at once, Sir!"
OFFICER (good-humouredly): "All in good time, my lads! You must first get into perfect condition, like 'Johnnie Walker.' Then you'll be in front—and not easily shifted."

JOHNNIE WALKER "White Label" 6 years old.
JOHNNIE WALKER "Red Label" 10 years old.
JOHNNIE WALKER "Black Label" 12 years old.

Guaranteed same quality throughout the world.

Agents General, CALDBECK, MACGREGOR & CO.

JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, GLASGOW, SCOTLAND.

THE EVER POPULAR
HOUSEHOLD REMEDY.

Which has now borne the

Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S
FRUIT SALT

PLEASANT TO TAKE.

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES

OF

Biliousness, Sick Headache, Constipation,

Errors in Diet—Eating or Drinking, Thirst,

Giddiness, Rheumatic or Gouty Poison,

Feverish Cold, with High Temperature

and Quick Pulse, and Feverish Conditions

generally. It is everything you could wish

as a simple and Natural Health-giving

Agent.

Prepared only by

J. C. ENO, Ltd., 'Fruit Salt' Works, London, England

SOLD BY CHEMISTS AND STORES EVERYWHERE.

CROSSE & BLACKWELL CONFIDENTLY RECOMMEND

C & B

By Appointment to H.M. THE KING

FINEST MIDLOTHIAN ROLLED OATS

A clean, tempting food, giving stamina—unrivalled for Breakfast.

AGENTS FOR LEA & PERRINE WORCESTERSHIRE SAUCE

AS THE BEST PREPARATION OF OATS

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

DIARRHŒA, and is the only Specific in CHOLERA and DYSENTERY.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE

Sold by all Chemists. Prices in England, 1/11; 2/9; 4/6.

FEVER, CROUP, AGUE. The Best Remedy known for COUGHS, COLDS, ASTHMA, BRONCHITIS. The only Palliative in NEURALGIA, GOUT, RHEUMATISM.



Sole Manufacturers: J. T. DAVENPORT, Ltd., London, S.E.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers Share, Coal and General Produce Brokers and Commission Agents.

PROPRIETORS

"Te-Kwa-Wan" Coal Storage.

Codes used

Bentley's

A. & C. 4th & 5th Editions.

A. 1 Telegraphic Code.

Telegraphic Address

"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

TUESDAY,

the 6th March, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

Des Vaux Road, Corner of

WANTED.

A FLAT or UPPER FLOOR of about 10 ROOMS situated between Ice House Street and Wyndham Street.

Apply to

Dr. KITASHIMA.

C/o M.B.K. LTD.

Hongkong, Feb. 20, 1917. 1514

SITUATION WANTED.

YOUNG AMERICAN, willing and industrious, good references, seeks employment any capacity.—Apply

"A."

C/o CHINA MAIL Office.

Hongkong, Feb. 20, 1917. 1515

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of EXCHANGE BUSINESS on MONDAY, TUESDAY and WEDNESDAY the 26th, 27th and 28th instant at 11.45 a.m. Hongkong, Feb. 22, 1917. 1521

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914, £23,970,367.

Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Revenue Fire Branch £2,821,456

Life and Annuity 2,141,593

Revenue Marine Department 237,239

Other Receipts 478,940

£5,239,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS-PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME; AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

BRADLEY & CO., LTD., Agents, Cove Harbour Road, Company, Limited.

Hongkong, Feb. 1917. 1517

Hongkong, Feb. 1917. 1517

Hongkong, Feb. 1917. 1517

Hongkong, Feb. 1917. 1517

ST. DUNSTAN'S HOME.

FOR BLINDED SOLDIERS AND SAILORS.

Secretariat for Chinese Affairs. Hongkong, 22nd February, 1917.

Dear Sir,—I attach for the favour of publication a short article giving some details which may assist to bring home to Hongkong the kind of work being done by the St. Dunstan's Home for Blinded Soldiers and Sailors: with a note of the extent to which Hongkong has so far been enabled to help this Institution in carrying out our national obligations.

It is proposed to continue articles of the same nature, covering in turn all the objects which Hongkong has assisted and desires to assist with the object of keeping subscribers as closely in touch as may be with the precise uses to which their funds are put, and to stimulate what should be by far the most valuable form of subscription to the War Charities—the monthly subscription. Subscriptions of any amount, however small, are acceptable; and if the community individually or by messes, or in whatever form may be most convenient will support the idea of making subscriptions regularly it may be safely prophesied that the total reached will soon surprise those who have shared in making it up.

The monthly subscription does not imply that the same amount must be paid every month, without variation or reduction, if subscribers will give what they can afford to give month by month, instead of waiting for that vague period "when I can put up something really decent," that "something decent" will be found to have accumulated with the loss of it hardly felt: while the comparatively regular support that it will be possible to give to the objects selected will greatly increase the value of every dollar subscribed.

That there is room for all the effort of which the Colony is capable needs no demonstration: the article on St. Dunstan's and the others to follow will it is hoped serve towards keeping some one phase of the need for such effort constantly fresh in mind.

Yours faithfully,

E. R. HALLIFAX.

Hon. Secretary, War Charities Committee.

HIMROD'S
Gives Instant Relief
No matter what your respiratory system may be suffering from—whether ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH, you will find in this famous remedy a restorative power that is simply magical. It is the only cure for ASTHMA.

KEATING'S KILLS
BUGS
FLEAS
MOTHS
BEETLES
TINS 3/6

FRENCH LESSONS
G. MOUSSON.
15, Morrison Hill Road.

SILIMPON (SEBATTIK) COAL

THE Undersigned having been appointed Agents for the COWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIK, or SANDAKAN (British North Borneo).

SILIMPON COAL, compared favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN, exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

Charts of Siboka Bay (Sebattik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents, Cove Harbour Road, Company, Limited.

delays owing to illness or return to hospital for further operations.

As trades, Pottery, Furnishing, Boot Repairing, Fibre Mat Making, Basket Work and Carpentry are taught, also Net Rag Making.

Telephone has been learnt, and one man, an engineer by trade learnt diving and has found employment with a firm doing that work for the Admiralty.

Beyond the actual training of the men, a very important branch of the work is that of the After Care Department for which special purpose monies have been earmarked, so that the men will never want during their lives, and some one will always be responsible for them, and for seeing that the trades they have learnt are being followed in suitable places and conditions.

The great idea of the work here is to make the men feel they will be independent beings again.

In this house which is an annex to the main house, all training is Massours, and it is wonderful how they manage for themselves; some one is always at hand to ease them, they are unable to manage, but we do try not to do too much for them. I have been with these men nearly 8 months, and we can't honestly say that blindness has made them unhappy; they are subject to terrible fits of depression but when these pass, it is sometimes very difficult to realise we are working amongst blinded men and they are so cheery and determined to make the best of existing circumstances.

I was nursing in this house for a week last August when our men were on leave and I had 6 men straight in from hospital; three were youngsters, 19-21 years of age, and it came as a pleasant shock to them to learn that they would ever be able to do things for themselves, again; especially when they found they could find their way about the house unaided in a very short while, and it just shows how very valuable and necessary the work done here is to our men.

I think there are just about 200 officers and men here now, and another very big annex is being opened after Christmas for over 150 men. At present, St. Dunstan's has two annexes, this one and another small house near by, two convalescent houses, at Brighton and Torquay and one at Blackheath.

Of the three booklets I enclose, the 10th report of St. Dunstan's is such a very true and plain statement of what is being accomplished that I hardly know how to better it. All I know is that to one who has worked here all these months it is a wonderful work, and most of the men realise the very great debt they owe to Sir Arthur Pearson and St. Dunstan's, and their opinion is that the success is due to his head—Sir Arthur Pearson—being blind himself so thoroughly understanding what is necessary for their happiness and welfare, and also the difficulties they work under. As a whole they are suspicious and jealous; when we come to work here we are warned of these feelings and are allowed to see them. "If there is anything I can tell you that would be of interest to you please let me know and I will do my best, but it is very difficult to put on paper the wonderful atmosphere of the place and the men in it."

Other very appreciative letters have been received of which the following are extracts:—

From the Secretary of St. Dunstan's. It is very generous of this Charity Fund to help the blinded Soldiers and Sailors in this practical way, and I hope that you will accept our thanks for your kind offices in this matter.

From Sir Arthur Pearson. It is very good indeed of this Fund to wish to help us in this practical way in what we are doing here for the benefit of the future fellows who have lost their sight at the Front, and I trust that you will be able to convey to them an expression of my very sincere thanks for this kindly help.

Also from Sir Arthur Pearson. I hope that you will allow me to make myself the mouthpiece of the gallant men who will so materially benefit by this generosity and offer through you to the Committee of the Hongkong War Charities Fund an expression of their cordial thanks.

BRITISH CITIZENSHIP.

SUGGESTIONS FOR NEW LAW OF NATURALISATION.

Chief among the recommendations which the Ex-military Influence Sub-Committee of the Unionist War Committee made in their report on the naturalisation of aliens which was issued recently are the following:—

1. The principal of parents should be substituted for birth as the basis upon which British citizenship may be acquired.

2. Seven years residence in British Dominions before naturalisation.

3. Renunciation of allegiance by the applicant for naturalisation of his previous nationality.

4. Full disclosure of previous history and business of every applicant for naturalisation.

5. No naturalised person to be eligible for either House of Parliament or the Privy Council or any civil office of the value of more than £100 per annum.

The Committee suggest that another recommendation with regard to the revocation of certificates of naturalisation should be dealt with immediately as a question of war emergency.

INTIMATIONS

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRE LAY

FOR ALL INFORMATION, APPLY TO

DODWELL & CO., LTD., QUEEN BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION, TIENTSIN, NORTH CHINA.

OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY 3/6 1/2 2/6 4/6
KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES
JOHN OAKLEY & SONS LIMITED
BLACK LEAD MILLS, LONDON

VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times. It is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, loss of appetite, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, increasing disease tendencies that can result in nothing but a premature death, are all so many different phases of brain and nerve weakness and degeneration. The cause of by far the greater portion of the misery, ill-health and dependence by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Acting on the system generally, it gives tone to the exhausted nerves, arrests all weakness, restores the failing energies, and restores the vitality of the system. It is a powerful and reliable remedy for all cases of brain and nerve weakness and degeneration. See next insertion for full particulars. Send stamped address and 2/6 for free booklet, or 5/6 for trial bottle of either remedy. The VETARZO REMEDIES CO., LONDON. Unparalleled Vindication may be seen in all the cases of VETARZO REMEDIES CO., LONDON. Do not accept it, but insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. SOLD BY BOOTHS, CASH CHEMISTS.

SUBMARINES IN THE MEDITERRANEAN.

COMMANDER SAMSON'S RECORD.

"The Times" Naval Correspondent recently wrote:—

It was only on Saturday last that the comparatively small loss in British battleships since the war began was commented on in these columns, and although the Cornwallis has unfortunately been sunk by a submarine attack, it makes no difference to the 'deductions drawn' in this article. One of those was that the success of the 'U' boats against the fighting fleets of the Allies had been relatively negligible. After the relief which must be felt at hearing that the loss of life on this occasion is small, this must be the first thought on learning of a mishap of this description. With the exception of those sunk at the Dardanelles, the Cornwallis is only the second battleship which has fallen a victim to the torpedo, the other being the Formidable, which was destroyed in the Channel two years ago. Whether the circumstances resembled those of the Formidable, or of the ships off Gallipoli Peninsula, has not at present been revealed, but it may be recalled that the crinoid defence of the Triumph was not sufficient to afford her effective protection against the torpedo.

The Cornwallis belonged to the same pre-Dreadnought class of battleship as the Russell, which was destroyed by a mine in the Mediterranean last April, and also the Monagu, which was wrecked on Lundy Island nearly 11 years ago. Although a vessel still capable of useful work, she was among the oldest British battleships still in commission. She performed valuable duties as a unit of the Fleet engaged in the operations at the Dardanelles, and her services during the landing of the Army in the Peninsula were mentioned by Admiral de Robeck in his despatch. The loss of this battleship cannot be said to affect the naval situation in the Middle Sea, where the fleets of our French and Italian Allies are alone superior in numbers and strength to the forces arrayed against them. The affair is, however, an achievement for the 'U' boats, which will doubtless be made the most of in Germany, particularly as it comes so soon after the sinking of the two French battleships Suffren and Ganteaux. A point which can hardly escape attention is the difference in the effect produced by the explosion of a torpedo in the hull of a pre-Dreadnought vessel, and those of later date like the Marlborough. At the battle of Jutland the latter ship was able, after being struck, to remain in the line, and afterwards undertake a fairly long passage to her home port. This is evidence of the development and improvements which have taken place since the Cornwallis was built in 1901 in affording protection to big ships against under-water attack.

after being struck, to remain in the line, and afterwards undertake a fairly long passage to her home port. This is evidence of the development and improvements which have taken place since the Cornwallis was built in 1901 in affording protection to big ships against under-water attack.

THE SEAFARER'S CAREER.

The destruction of the seaplane carrier Ben-My-Chree is a reminder of the large part which the air service is taking in the naval operations of the war. There can be no theatre in which our seamen are giving assistance to military undertakings where they are not accompanied by a division of the Royal Naval Air Service. Commander Samson, the captain of the Ben-My-Chree, was before the war the best known of our naval aviators, and during it he has had a fine record of service. For his work with aeroplanes and armoured cars in Belgium in the early days he was awarded the D.S.O., and it is said that the Kaiser put a price on his head. He assisted in the raids on the Zebrugg district, and afterwards went to the Mediterranean, where his work in action at Gallipoli earned for him the commendation both of Admiral de Robeck and Sir Charles Moore. The operations at Anzotero, in which he appears to have been taking part, have not been mentioned for some time in official communications. Just over a year ago French detachments landed in the island in order to facilitate Allied action against Adalia. It was announced that the occupation was only provisional, but the position of the island in the bay made it valuable as a base and presumably it has been used since for this purpose by the Allied squadrons.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishment and healthy flesh building materials—Very palatable.

OF ALL GERMETS

Prepared by W. B. Waterbury, Ltd., London.

Prepared by W. B. Waterbury, Ltd., London.

Prepared by W. B. Waterbury, Ltd., London.

Prepared by W. B. Waterbury, Ltd., London.

Prepared by W. B. Waterbury, Ltd., London.

SHIPPING

P. & O. S. N. Co.

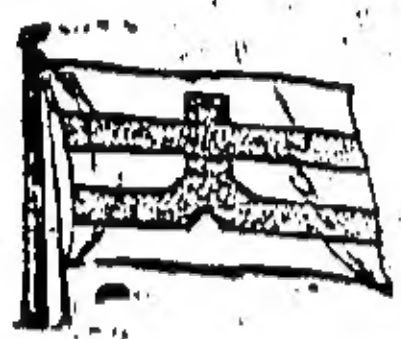
ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail	Remarks
SHANGHAI, MOJI & KOBE			
LONDON via SINGAPORE			
PENANG, COLOMBO			
BOMBAY, Port Said & MARSEILLES			
SHANGHAI, MOJI, KOBE & YOKOHAMA			
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES			

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING etc. apply to P. & O. S. N. Co.'s Office, Superintendents.



O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA. "MANILA MARU" Thursday, 1st Mar., at 3 p.m.

FORMOSAN LINE.—For Tamsui, Keelung, Amoy and Takao, via Swatow and Amoy. "KAIJO MARU" Sunday, 25th Feb., at 10 a.m. "KOSHU MARU" Thursday, 1st Mar., at 8 a.m. Calling at Tamsui, Keelung via Swatow and Amoy. Unloading Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay ending at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Mucassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

H. YAMAGUCHI, Manager. No. 1, Queen's Building.

Tel. Nos. 744 & 745.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

THE Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. All Steamers Fitted with Wireless Telegraphy.

For dates of arrival and departure and all further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINE.

Sailings from Hongkong.

mer from Hongkong	on or about	(Connecting at Calcutta with On or about)
A steamer	Shortly	

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BORNEO MARU, For Moji, Kobe & Yokohama ... 25th Feb. AT NOKUJO MARU, For Moji, Kobe & Yokohama ... 19th March.

For dates, freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHUNHONG	Feb. 25, Daylight
HONGKONG & SWATOW	CHUNHONG	Feb. 25, at 10 a.m.
WUHU	CHUNHONG	Feb. 25, at Noon
SHANGHAI via SWATOW	CHUNHONG	Feb. 27, at 4 p.m.
MANILA, CEBU & ILOILO	CHUNHONG	Feb. 27, at Noon
AMOI & SHANGHAI	CHUNHONG	Mar. 1, Daylight
SHANGHAI	CHUNHONG	Mar. 1, at 4 p.m.
MANILA, CEBU & ILOILO	CHUNHONG	Mar. 1, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

MANILA LINE. Twin Screw Steamers 'Chinhua', 'Taming' & 'Tea'. Excellent Saloon accommodation, electric fans fitted. Extra state-rooms on deck. At on 'Taming' and 'Tea'. SHANGHAI LINE—PASSENGERS, MAILS & CARGO. S.S. 'Anhui', 'Chenan', 'Yingchow', 'Shantung', 'Sinkiang' and 'Sunning', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule of service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	WONANG	SUNDAY, Feb. 25, Daylight
HAIPHONG	LOKSANG	WEDNESDAY, Feb. 28, Daylight
SANDAKAN	MAUSANG	WEDNESDAY, Feb. 28, at Noon
MANILA	CHIPSUNG	SATURDAY, Mar. 3, at 3 p.m.
SHANGHAI	KWONGSANG	TUESDAY, Mar. 5, Daylight

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labud Data.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passport with their Photographs and description signed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Tel. No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.



THE ROYAL MAIL STEAM PACKET COMPANY.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM

AND INTERMEDIATE PORTS

PLEASE APPLY TO

JARDINE, MATHESON & Co., Ltd., AGENTS.

Tel. No. 216, Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAIPHONG	Capt. J. W. Evans	THURSDAY, 1st March at 11 a.m.
HAITAN	Capt. A. E. Hodgins	TUESDAY, 6th March at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SIBERIA MARU	15,000-15 knots	Mon., 26th Feb.
TENYO MARU	25,000-21 knots	Tues., 6th Mar.
NIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SEIYU MARU	22,000-21 knots	Mon., 2nd April
PERIA MARU	9,000-14 knots	Mon., 16th April
KOREA MARU	15,000-15 knots	Thurs., 26th April

First Class to London G\$348. (271-10-0) Return G\$609. (2125) " " San Francisco G\$250. " " G\$437.50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

For full particulars as to Passage and Freight apply to

T. DAIGO, AGENT.

Telephone 291.

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, NAGASAKI AND YOKOHAMA	TAMBA MARU	13,500	THURSDAY, 28th March at Noon
NAGASAKI, KOBE & YOKOHAMA	SEIYUOKA MARU	13,500	WEDNESDAY, 28th March at Noon
SHANGHAI, KOBE & YOKOHAMA	NIRIKO MARU	9,800	FRIDAY, 19th March at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	FUSHIMI MARU	21,000	THURSDAY, 15th March at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	SHIRAKO MARU	10,000	TUESDAY, 13th March at 11 a.m.
KOBE Direct	TOSA MARU	10,000	SATURDAY, 24th Feb.
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA	YETOROFU MARU	8,000	SUNDAY, 25th Feb.
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA	BENTEN MARU	8,000	MONDAY, 26th Feb.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	PENANG MARU	10,000	SUNDAY, 25th March

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S OFFICE.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY.)

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA.

B. MORI, Manager.

Telephone Nos. 321 & 322.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "VENEZUELA" FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above ports, consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hazardous and/or extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, February 27th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after March 1st, 1917 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading immediately for counter-signature.

R. C. MORTON, General Agent.

Hongkong, Feb. 22, 1917. 1523

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER.



CHERRY & CO.

FEDDER STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. F. ALGAR, 11 & 12 Clement's Lane, Lombard Street E.C. T. B. BROWN & Co., Ltd., 163 Queen's Road, Victoria St. CLARKE, SON & FLATT, 55 Grace Church St. E.C. G. STARR & Co., Ltd., 30 Lombard, Gordon & Gorton, 15 St. Bride St. E.C. ROBERT WATSON, 150 Fleet Street, C. MITCHELL & Co., Snow Hill, Holborn Viaduct, E.C. D. J. KEITH & Co., 8 Whitefriars St. E.C. MARRIS & CROFTON, Ltd., 10 & 11 New Bridge St. E.C.

SCOTLAND.—FRED L. SIMON, 8 North St. David Street, Edinburgh.

PARIS AND EUROPE, MATTHEW FRANK & Co., 18 Rue de la Grange, Bateli, Paris.

NEW YORK.—T. B. BROWN, Ltd., 401 Madison, Wall Street, New York City.

SAN FRANCISCO and American Ports generally.—BLAIR & BLACK, San Francisco.

FOOCHOW.—BROOKS & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORTON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., Ltd., 40, Colonnade, Colombo.

SINGAPORE, STRAITS, etc.—KILBY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

SHANGHAI.—Messrs. KILBY & WALSH, Ltd.

JAPAN.—Messrs. KILBY & WALSH, Ltd., Kobe and Yokohama.

CANTON.—FARRER & Co.

THE CHINA MAIL, LTD., Wyndham Street, Hongkong.

"CHINA MAIL" PUBLICATIONS.

OBTAINABLE at the "China Mail" Office, 9 Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH (1841-1903) ... 50

HONGKONG'S MUSICAL HISTORY ... 50

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (By Rev. G. A. Bumbury, M.A.) ... 50

Part I—Mammals and Birds ... 50

Part II—Reptiles, Amphibians and Fishes ... 50

THE MISSIONS ETHERINGTON (History of the Eastern Churches) ... 100

CHINESE SCHOOL BOOK ("Sam-Tai King" translated by E. J. Eitel) ... 50

SIR ROBERT HART'S LAND TAX MEMORANDUM ... 50

WASHING BOOKS (for men) ... 50

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
to	from	from	1917.	1917.
Columbo	Ngon	Columbo		

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at MARSEILLES if calling about	Due LONDON about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available for Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered with no notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing etc., apply to

E. V. D. PARR,
Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S. S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

MONDAY, APRIL 16th.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure: Rates of Freight apply to

THE BANK LINE LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

THE BANK LINE LTD.

General Agents

MODERN NORWAY.

REAPING WAR PROSPERITY.

An American writer, Mr. Hendrik Willem Van Loon, says if the people of New York City suddenly should decide to move to Norway, there would not be houses enough for them in the entire country. There are less than 2,500,000 inhabitants in this rocky western part of the great Scandinavian peninsula. The national capital has not more than 250,000. The second city of the land, Bergen, has 80,000. The third city, Trondheim, situated in the north, has 50,000. All the other towns are small, pleasant little democratic people who go their own way and take little interest in the politician's request to "keep to the right."

Indeed, these "lovers of a pure democracy" who want to revive the days of their youth, long before the introduction of traffic regulations, will do well to visit this excellent city of Christiania. If they survive the intricate mass of carriages, irresponsible automobiles, street-cars run down by women for lack of men, who have all gone to Wisconsin and Minnesota, and nondescript vehicles from the country districts, they can write an epic upon organized disorder.

Three hours after arrival in Christiania, the special correspondent of the "New York Times" was honoured with a pass for the municipal electric cars. What greater hospitality could any city show? I am duly grateful and in exchange I predict a great future for this little city tucked away along the shores of the most magnificent harbour any nearby hilltop ever revealed.

I use the word "future" advisedly. At the present moment Christiania has little to recommend itself to the fastidious traveller, And no wonder.

FRAGRANCE OF NORWAY.

The brother of the King of Denmark, when he accepted the throne of the newly created Kingdom of Norway in 1905, took the title of Haakon VII. His name was Charles, a perfectly good name. But the people of Norway wanted to show that their country was a direct continuation of that Norwegian kingdom which had played such a great role in the early Middle Ages. Hence they revived a famous name. It had been borne by the most powerful of their former rulers, Haakon the Old, who lived and died in the thirteenth century, and who, I am informed, lies buried in the cathedral of Kirkwall, which we were allowed to see in the busy daytime. Kindly remember that this brings our history back 650 years, several centuries before America was discovered.

Norway thus passed through a complicated series of international adventures. A hundred years later it became a dependency of Denmark. After four more centuries it came to be the minor partner in an unequal union with Sweden. Finally, a few years ago, the country had the courage of its convictions and openly proclaimed its desire to manage its own affairs. After half a thousand years and without war, revolution, or the shedding of a single drop of blood, without even the casting of bad feeling on the part of her former master, Norway once more entered the ranks of the independent nations of the world.

Norway assumed her part of the large common debt which the dual kingdom of Norway and Sweden had contracted during the last century. She organized her railways and her telegraphs and her Postal Service, and these reduced a small but regular revenue. She gave the right of suffrage to practically all her citizens of both sexes. She made the accumulation of large wealth more or less unpopular by the introduction of an income tax which forces anybody who is afflicted with \$10,000 annual revenue to render one-quarter thereof into the Treasury.

She continued the fight against drink, waged for half a century, and greatly reduced the per liter per head, which had once been a national disgrace. She established a good consular service, encouraged co-operative banking, and selling and buying among the farmers. She reduced the percentage of infant mortality. Finally, in 1914, she passed a drastic bill, defining and protecting the rights of illegitimate children.

A SUBSTANTIAL PEOPLE.

In short, Norway, since her re-establishment as an independent kingdom, has played an honourable and important role at one of the most advanced of our modern socialised nations. Her credit is good. When the sudden outbreak of the great war drove all the money of the world into safety vaults, hidden chests and old stockings, when even far-away Iceland was obliged to declare a moratorium, Norway reached over to New York City and immediately obtained all the funds she needed.

Better than that, her national reputation is good. Ever since 1825, when a first group of Norwegians left Stavanger for the United States, the Norwegian has been a welcome immigrant. Our last census shows that almost half a million Norwegians live in America. They do their work and live their lives. They are not very rich, but neither are they very poor. They retain an almost pathetic love for the barren rocks of their native country. When they return home it is to spread the good things of their adopted land of plenty and prosperity. They vote the Republican or Democratic ticket, keep a picture of King Haakon in the parlor, and stick to the job of being American citizens.

Of course this country has been deeply affected by the war. From a material point of view the effect has not been a disappointment. Ever since the beginning of the war the Norwegian has been a shipper. A thousand years ago his little tubs of eighty or ninety tons found their way into the Mediterranean, along the Gold Coast of Africa, and (if rumour can be trusted) past the Cape of Good Hope. The tonnage of the ships has slightly altered, but the old courage and seafaring ability have remained the same.

WAR PROFITS FROM THE SEA.

The Norwegian cruises the waves in tramp steamers, the like of which one rarely sees. This reader who doubts this statement is advised to take a ferry trip through the harbours of New York. He will see Norwegian tramps of such diminutive dimensions that he would not board them to cross from Boston to Princeton. Yet it is exactly ships of this type which have made millions of crowns for their Norwegian owners, Captains and crews. They can sail any time and everywhere, they offer few more comforts than the average lifeboat, and the sailors do not seem to mind the dangers of the German submarine.

There are Norwegian Captains with the record of Nelson or do they, for the number of ships they have lost. Not once or twice, but at least half a dozen times, have they been forced to hold their pennant upon a new ship. Their old vessels lie on the bottom of the ocean with a German torpedo in their side. But the new one is making sufficient money to recoup owners and sailors for any loss sustained.

There are stories of eighteenth century wooden clippers pressed into the service of the Allies, and now allowing their owners to have champagne with every luncheon. There are wild yarns about two energetic boys, who, working together and hiring an extra hand, were able to make their everlasting future, transporting wood from the Norwegian forests to the Allies in an old smack. Whoever possesses a pair of naval boots and a dilapidated oilskin coat hastens to Stavanger, or Bergen, or Drammen to sell articles and join in the golden harvest of high freights and frequent voyages. Clearance papers can be had for anything that will keep afloat long enough to make the trip from Christiania to Newcastle. In short, the war has meant a sudden abundance of gold in a very poor country.

HOW THE "BRAEMAR CASTLE" WAS SUNK.

A splendid tribute to the coolness of the men and women nurses aboard the British hospital ship "Braemar Castle" when she was torpedoed and sunk early in December is contained in the letter of one of the sick soldiers which the vessel carried in the affair. He says, "The one outstanding fact in connection with the affair, was that the vessel could not be mistaken for anything other than a British hospital ship."

Just before noon, when the explosion occurred, quite a large number of the 400 invalided and wounded soldiers were on deck. "That was quite a good thing in itself," he writes, "as it meant that when we were struck any possibility of congestion on the stairways was considerably lessened. Keeping in mind the risk that we might find a mine, the officers had wisely warned all of us that men going on deck were to take their lifebelts with them."

"I was sitting at a table about eight yards from my bed, talking to a fellow-soldier when suddenly the whole ship seemed to lift into the air, to the accompaniment of a large fire built in dozens of batteries of artillery simultaneously firing into a mammoth china warehouse. That the ship did heave up and down again is proved by what happened on deck. Practically every man who was waiting up there found himself in mid-air for a moment, and then he was deposited on the deck once more, not necessarily on his feet."

"For a second or two I did not realize quite what had happened, but I deemed it advisable to save my feet and use them somehow, rather than lie on my back on the hard floor, and just as I got up I saw a nursing orderly come into the ward shouting 'out, clearly and calmly.' Lifebelts on, and stand to your boat stations. He adjusted his own lifebelt and proceeded, with assistance, to see to such patients as were unable to walk."

"Weakened as I was by fever, I blundered along to my bed and got my lifebelt, which I put on as I went upstairs, along with about a score of others from my particular ward. There was not the slightest suspicion of panic as we made our way to our various boats, and as a matter of fact a fellow in front of me stopped and dragged me by the arm up some steps on to the boat-deck."

"We stood in double rank at our respective stations, a doctor and nursing sister having been seen off by such lifeboats. While each party was being 'numbered off' to see that all was correct, the boats were being got into position, and just at that moment I saw the right nursing sisters and orderlies coming up on to the deck from their sleeping quarters."

"Meanwhile the ship's master was standing, as coolly as if it were a rehearsal shouting out various orders, and such was the good order that was maintained that I am sure not one of his veterans went astray. He had brought the ship to a standstill a second or two after we were struck, and when we got into the boats and were lowered to the water, once the davits were released, we were enabled to row away from the ship's side."

"It could then be seen that the 'Braemar Castle' had taken a slight list to port. As I afterwards had it explained to me, the torpedo had struck us only a matter of feet from the bows, and had actually penetrated a full coal bunker. On rowing away from the ship we could see that she had a terrible gash in her side. I imagine about eight feet by twenty."

The men were taken on board a British naval vessel to Sydney, a small island in the Archipelago, where they were treated with every kindness, and after continued their voyage on another hospital ship.

WEAR OLD CLOTHES.

SUITS AND HATS TO BE DEARER THAN EVER.

Although men's clothing of all kinds has advanced steadily in price during the past two years, it will be even dearer in 1917. All materials cost much more, war bonuses have been granted to large numbers of the workers, while higher minimum wages for employees in the tailoring and shirt trades will probably be fixed in many weeks by the Trade Boards. The latest factor making for higher prices is the demand of the master tailors, who make up garments for the wholesale clothiers and the merchant tailors, for an advance of 25 per cent. on the present rates of payment.

In regard to headgear, the situation is becoming very acute indeed, and on certain articles the advance since the outbreak of war now amounts to about 45 per cent. This means that a "bowler" previously obtainable for 5s. 8d. will soon cost 8s. 6d., and a velvet hat which could be purchased for half a guinea will cost half as much again—London Daily Chronicle.

RUBBER FACTORY IN NETHERLANDS INDIA.

A factory is being established in Netherlands India for the manufacture of rubber articles hitherto imported. It is now reported that quite a considerable part of the machinery required has been assembled. The factory, which is being established at Bandung, will be run on the same lines as one in Singapore, its activities being initially confined to the manufacture of rubber articles in a general sense. The buildings, which are situated in the East end of Batavia, are complete and cover an area of 1,500 square meters. It was hoped to make a commencement with manufacture this month—Oost-Indische Handelskrant.

DON'T COUGH.

It is absurd to allow a cough to hang over and mar your vitality. When Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will land you. You can't afford to allow your throat and lungs to become diseased when it is so simple a thing to step into a chemist's and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Dispensaries.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA"

1400 Tons each

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA"	1st March	21st May
S.S. "ECUADOR"	23rd March	18th June
S.S. "COLOMBIA"	30th March	23rd April

These Steamers have the most modern Equipment including ALL LOWER BERTHS and large comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Tickets are interchangeable with the Tokyo Kisen Kaisha and the Canadian Pacific Ocean Services Ltd.

For further information, rates, literature, schedules etc., apply to—COMPANY'S OFFICE in Alexandra Buildings, Chester Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000.

RESERVE FUNDS Sterling \$1,500,000/11=\$18,000,000.

Silver ... 18,000,000 \$33,000,000.

RESERVE LIABILITY OF } \$14,000,000.

PROPERTIES ...

COURT OF DIRECTORS.

W. L. Patterson, Esq., Chairman.

S. M. Doddrell Esq., Deputy Chairman.

Hon. Mr. C. E. Anton, P. H. Holvak.

G. M. Edkins Esq., E. Y. D. Parr Esq., J. A. Plummer Esq.

C. S. Gabbay Esq., Hon. Mr. F. Shellam.

CHIEF MANAGERS:

Hongkong—N. J. STARR Esq.

MANAGER:

Shanghai—A. G. STEPHEN Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 12 months 4 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong Feb. 5, 1917.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STARR, Chief Manager.

Hongkong, May 14, 1914.

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL ... £1,200,000.

RESERVE FUND ... £1,200,000.

RESERVE LIABILITY OF PROPERTIES ... £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. G. DOWNING, Manager.

Hongkong June 12, 1916.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £2,500,000.

Subscribed ... £1,250,000.

Paid-up ... £500,000.

Reserve Fund ... £500,000.

BANKERS.

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

O. CHAKRAPAN, Acting Manager.

Bangalore March 27, 1916.

BANKS

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL—Yen 45,000,000.

PAID-UP CAPITAL ... 30,000,000.

RESERVE FUND ... 20,000,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT:

ANTUNG-HSIEN, NAGASAKI.

BOMBAY, NEWYANG.

CALCUTTA, NEW YORK.

CHANGCHUN, OSAKA.

DAIKEN (DAISETSU), FUKUOKA.

FUKUOKA (MITSUBISHI), RYOKU (FUKUOKA).

HANKOW, SAN FRANCISCO.

HONGKONG, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HANKOW, SHANGHAI.

HONGKONG POLICE RESERVE.

SEVEN WEEK PATROLS, from 20th to 25th. Members of Nos. 1 and 2 Sections and the Mounted Police who have volunteered for patrol duty will report at No. 2 Station (Wanchai) at 5.15 a.m. or at 2.30 p.m. on their respective days of duty. Uniform, Helmets and Spikes. Ambulance Patrols will report at the Race Course at 2 p.m. daily. Inspector Clegg will be in charge of all Police Reserve Patrols.

RECRUITS.

There will be no Recruits' Drills on February 24th, 25th or March 1st. The Recruits' Drills of No. 2 Company will parade at Central Station at 5.30 p.m. on Friday, March 2nd. Uniform, with Helmets and Billes.

ROUTE MARKS.

All ranks (except Recruits) of Nos. 3 and 4 Companies, Ambulance Platoon, and Buglers and Drummers will parade at Central Station at 5.30 p.m. sharp on Friday, March 2nd. Uniform, with Helmets and Billes.

(Sgd.) P. C. JENKIN.
D.S.P. (R.)

WAR DECORATIONS.

Hundreds of heroes and heroines are mentioned in a recent issue of the *London Gazette* for their services.

All ranks of society from all parts of the Empire are represented in the list. The awards include:

Military Crosses (officers) 1,697
D.C.M.s (Non-coms. and men) 533
Meritorious Service Medal 303
Lionel Order of Merit, and Class V
Indian D.S.M. 57

Among the 1,697 recipients of Military Crosses are ninety Australians, eighty-three Canadians, nineteen Egyptians, two Newfoundlanders, twenty-one New Zealanders, and eight South Africans. The 533 D.C.M.s include forty-three Australians, sixty-two Canadians, four South Africans and six New Zealanders, while among the men holders of the Meritorious Service Medal are twelve Australians, twenty-two Canadians and five New Zealanders.

The following military rewards, additional to those contained in the issue of the *London Gazette* referred to above have been conferred on regimental officers, non-commissioned officers and men during the period June 1 to December 31, 1916:

Military Cross 18,570
Distinguished Conduct Medal 4,596
Military Medal 2,101
Meritorious Service Medal 10,791
Total 26,754

CHURCH SERVICES.

St. John's Cathedral Hongkong.

1st Sunday in Lent, February 25th.

Holy Communion (7.50 a.m.)

Matins (11 a.m.)

Responses: Ferial; Venite, Unseley; Psalms, Jones, Lemon, Dupuis, King; Te Deum, Woodward, Smart, Turle, Benedictus, Garrett; Hymns, 92, 270.

God Save the King.

Evening Service (8 p.m.)

Responses: Ferial; Psalms, 27 (5th evening); Magnificat, Smart; Nunc Dimittis; Ferial; Hymns, 2, 4 (special) 27.

Union Church, Kennedy Road.

Morning Service at 11 a.m.—Hymns, 342, 544, 298, 51.

Evening Service at 8 p.m.—Hymns, 342, 544, 298, 51.

Preacher: Rev. J. Kirk Macdonald.

St. Andrew's Church, Kowloon.

Holy Communion at 8 a.m. and after the Evening Service.

Morning Prayer at 11 a.m.

Hymns, 537; Responses: Ferial; Venite, Unseley; In G. Chant No. 201; Psalms, XXV morning; Te Deum, St. Jude; Benedictus, W.A. Chant, No. 549; Hymns, 142, 179, 151.

National Anthem.

Evening Prayer 8 p.m.

Hymns, 142; Responses: Ferial; Psalms, XXV Evening; Magnificat, W.A. Chant 376, Atwood in B; Nunc Dimittis, Wesley; Kyrie B. Dryer; Hymns, 157, 162, 334 (Tune A & M. 27). No Vesper, Hymn. National Anthem.

Peak Church.

Evening Service at 8.30.

St. Peter's Church, West Point.

8 a.m.—Holy Communion.

10.30.—Sunday School.

11 a.m.—Morning Prayer and Sermon.

Preacher: Rev. W. T. Featherstone.

The Gospel Hall.

10 & 12 Paddy Street.

Weekly Service—Sunday: Breaking of Bread for Believers only 11 a.m.

Prayer Meeting, 8 p.m.

Tuesday and Thursday, Bible study 8 p.m.

Friday, ladies' Bible study 5.30 p.m.

Sunday, Prayer Meeting, 8 p.m.

First Church of Christ Scientist.

MacDonnell Road.

Sundays, 11 a.m.

Wednesdays, 5.30 p.m.

Wesleyan Methodist Church.

Wanchai.

Sunday Morning Service 10.15 a.m.

Sunday Evening Service 8.10 p.m.

Soldiers and Sailors' Home.

Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church.

Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

St. Ann's Catholic Cathedral.

Gloucester.

Low Mass 7 and 9.30 a.m.

High Mass at 8 a.m.

5.30 p.m.—Benediction of the Blessed Sacrament.

ALEX. ROSS & CO.

Machinery Office Phone 27.

OUR AGENCIES:

Napier, Ford and Ruppel Motor Cars, Brook, Cadde and Scripps Marine Motors, Triumph and Indian Motor Cycles, Royal and Corona Typewriters, Dureco Paints and Colourwash, Optimus Stoves, Joyce Fluid, Carbonyl Stationery, Turner Oil and Gas Engines, Simpson and Lawrence Yacht Fittings, Dunlop Tyres, General Accident Motor Car Insurance.

TO LET

TO LET.

OFFICES at 5 Connaught Road. OFFICES in King's and York Buildings, HOUSES in Clifton Gardens, Connaught Road.

HOUSES in Broadwood and Moreton Terrace.

HOUSES on Shamoan, Canton. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

A FLAT in Humphreys Buildings, Kowloon.

PRO LET OR FOR SALE. Kowloon Marine Lot 43 with wharf area 16,000 sq. ft. suitable for coal storage or erection of godowns. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. Alexander Buildings, Hongkong, Feb. 7, 1917.

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to SHEWAN, TOMES & Co. Hongkong, April 7, 1917. 511

TO LET.

FLATS in "Two Mess" No. 8, The Peak, apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, Sept. 1, 1915. 691

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to CHINA FIRE INSURANCE Co., Ltd. Hongkong, April 23, 1916. 50

TO LET.

No. 42 Egin Street. Apply to PERCY SMITH, SETH and FLEMING. Hongkong, Oct. 31, 1916. 1197

HONGKONG TIDES.

The tide-table given below has been compiled at the National Albatross Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-98.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

February 25th to March 4th, 1917.

HIGH WATER		LOW WATER	
Time	Height	Time	Height
Feb. 25	11.47	Feb. 25	5.35
Feb. 26	11.47	Feb. 26	5.35
Feb. 27	11.47	Feb. 27	5.35
Feb. 28	11.47	Feb. 28	5.35
Feb. 29	11.47	Feb. 29	5.35
Feb. 30	11.47	Feb. 30	5.35
Mar. 1	11.47	Mar. 1	5.35
Mar. 2	11.47	Mar. 2	5.35
Mar. 3	11.47	Mar. 3	5.35
Mar. 4	11.47	Mar. 4	5.35

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

POST OFFICE NOTICES.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS

OUTWARD.

For Week-Days SUNDAYS & HOLIDAYS

Tai O 7.30 A.M. 5.00 P.M.

Tai Po 7.30 A.M. 5.00 P.M.

Cheung Chow 8.00 P.M.

Shataukok, Sha-tin and Sheungshui 4.00 P.M.

Aberdeen, Au-tai, Ping Shan, Sai Kung, San Tin, Stanley 4.30 P.M.

FROM SHEUNGWAN WESTERN BRANCH P.O.

For Week-Days SUNDAYS & HOLIDAYS

Macao 7.30 A.M. 9.30 A.M.

Canton 7.30 A.M. 9.30 P.M.

Tai Ping 8.30 P.M. 9.30 P.M.

Shek Ki 8.30 P.M. 9.30 P.M.

Kowloon 8.00 P.M. 6.00 P.M.

Kumchuk 8.00 P.M. 6.00 P.M.

Kankong 8.00 P.M. 6.00 P.M.

Except Saturdays.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

EXCHANGE.

Hongkong, February 24, 1917.

On London—

Bank Wire 2/4

On demand 2/4 1/16

30 days' sight 2/4 1/16

4 months' sight 2/4 1/16

Credits, 4 months' sight 2/4 1/16

On Paris—

On demand 2/4

Credits, 4 months' sight 2/4

On New York—

On demand 2/4

Credits, 60 days' sight 2/4

On Bombay—

On demand 2/4

On Calcutta—

On demand 2/4

SKIN TROUBLES THAT TORTURE



Such as eczemas, rashes, pimples, dandruff, sore hands and most baby skin troubles.

Sample Each Free by Post. With 10/- Skin Book. Soap to cleanse and Ointment to heal. For sample address post-card to P. Newbery & Sons, 27, Charterhouse Lane, London. Sold everywhere.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, 10 cents.

Half hour, 20 cents.

Three hours, 1.50

Six hours, 3.00

Day (8 a.m. to 6 p.m.), 12.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 0.50 cents.

Three hours, 1.50

Six hours, 3.00

Day (8 a.m. to 6 p.m.), 12.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour, 10 cents.

Half hour, 20 cents.

One hour, 30 cents.

Two hours, 60 cents.

Three hours, 1.00

Six hours, 2.00

Day (8 a.m. to 6 p.m.), 12.00

IV.—In the Island of Hongkong if engaged in Victoria.

Ten minutes, 5 cents.

Quarter hour, 10 cents.

Half hour, 20 cents.

One hour, 30 cents.

Every subsequent hour, 20 cents.

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 5 cents.

Half hour, 10 cents.

Hour, 15 cents.

Every subsequent hour, 10 cents.

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer carries the journey to take longer than 1 hour.

To 4th mile—

single 75 cents 1 hour.

return 1.00 2 hours.

Beyond 4th to 6th mile—

single 1.20 2 hours.

return 1.50 4 hours.

Beyond 6th to 8th mile—

single 1.75 2 hours.

return 2.00 4 hours.

Beyond 8th to 11th mile—

single 2.25 2 hours.

return 2.50 4 hours.

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

I.—Not exceeding one passenger.

From Slaughter House to Sailors' Home 04 cents.

From Sailors' Home to Government Civil Hospital 04

From Government Civil Hospital to Clock Tower 04

From Clock Tower to Race Course 19

From Clock Tower to Bay View House 12

From Wanchai Market to Bay View House 08

From Bay View House to Quarry Bay 08

II.—In the City of Victoria.

Not exceeding one passenger.

Quarter hour, 10 cents.

Half hour, 20 cents.

One hour, 30 cents.

Two hours, 60 cents.

Three hours, 1.00

Four hours, 1.40

Five hours, 1.80

Six hours, 2.20

One day from 8 a.m. to 6 p.m. 12.00

III.—Beyond Victoria.

Not exceeding one passenger.

One hour, 25 cents.

Two hours, 45 cents.

Three hours, 65 cents.

Four hours, 85 cents.

Five hours, 1.05

Six hours, 1.25

One day from 8 a.m. to 6 p.m. 12.00

If a vehicle is discharged beyond the limits of the City of Victoria half fare

WEATHER REPORT.

On the 24th at 12.15—No returns from Japanese stations. Pressure has decreased moderately to slightly at